

Appl. No. : 10/786,887
Filed : February 24, 2004

IN THE CLAIMS:

Please cancel Claims 1-18 without prejudice or disclaimer.

1.-18. (Canceled)

19. (Original) A watercraft comprising a hull, an engine supported by the hull, the engine comprising an engine body defining at least first and second combustion chambers therein, at least first and second induction passages extending from the first and second combustion chambers, respectively, at least first and second throttle valves disposed in the first and second induction passages, respectively, each of the throttle valves comprising a throttle valve shaft, the throttle valve shafts being aligned and connected to each other in an end to end relationship, an air intake chamber communicating with the induction passages, and an electric motor configured to rotate the throttle valve shafts, the electric motor being disposed within the air intake chamber.

20. (Original) The watercraft according to Claim 19, wherein the electric motor is disposed within the air intake chamber so as to be protected from water splashing within the hull.

21. (Original) The watercraft according to Claim 19 additionally comprising a jet propulsion unit supported by the hull and driven by the engine.

22. (Original) The watercraft according to Claim 19 additionally comprising a throttle lever disposed in a Riders area defined by the hull and positioned so as to be operable by an operator of the watercraft, the electric motor being configured to position the throttle valves in accordance with a position of the throttle lever.

23. (Original) The watercraft according to Claim 22 additionally comprising an electronic controller connected to the throttle lever and the electric motor, the electronic controller being configured to, and a first mode, to open the throttle valves in accordance with a first generally proportional relationship to the position of the throttle lever, and in a second mode, open the throttle valves in accordance with a second generally proportional relationship to the position of the throttle lever.

24. (Original) The watercraft according to Claim 19, wherein the electric motor drives the throttle valve shafts at one end thereof.

25. (Original) The watercraft according to Claim 19, wherein the electric motor drives the throttle valve shafts at position between the first and second throttle valves.

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26. (Original) A watercraft comprising a hull, an engine supported by the hull, the engine comprising an engine body defining at least one combustion chamber therein, an air induction system configured to guide air to the combustion chamber, the induction system including at least one induction passage extending from the combustion chamber, at least one throttle valve disposed in the induction passage, an air intake chamber communicating with the induction passage, and an electric motor configured to rotate the throttle valve shafts, the electric motor being disposed within the air intake chamber.

27. (Original) The watercraft according to Claim 26 additionally comprising an air filter disposed in the induction system, the electric motor being disposed in the induction system downstream, and the direction of airflow through the induction system, from the air filter.

28. (Original) The watercraft according to Claim 27, wherein the air filter includes a water repellent element.

29. (Original) The watercraft according to Claim 26, wherein the air intake chamber is configured to protect the electric motor from water.

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COMMENTS

Claim 19-29 are now pending in the present application, Claims 1-18 having been canceled without prejudice or disclaimer.

By the foregoing amendments, Applicant has canceled Claims 1-18 and amended the priority information of the present application. No new matter is added by these amendments. Accordingly, Applicant respectfully requests entry of these amendments before examination by the Examiner on the merits begins.

Respectfully submitted,

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